

9. (Amended) A method for controlling an aircraft, comprising:

sensing a first triggering event;

generating a first trigger in response to the first triggering event;

receiving the first trigger;

disabling cockpit control of the aircraft in response to the first trigger;

enabling a special reversionary mode to control the aircraft in response to the first trigger;

wherein the special reversionary mode comprises entering into a known, safe flight path;

sensing a second triggering event subsequent to entering the special reversionary mode;

generating a second trigger in response to the second triggering event;

receiving the second trigger;

re-enabling cockpit control of the aircraft in response to receiving the second trigger; and

disabling the special reversionary mode in response to receiving the second trigger.

10. (Amended) Apparatus for controlling an aircraft, comprising:

an activator for generating an activation trigger; and

a switch communicatively coupled to the activator, the switch disabling cockpit control of the aircraft in response to the activation trigger, the activation trigger further enabling a special reversionary mode, wherein the special reversionary mode comprises entering into a known, safe flight path.

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